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Hongkong Daily Press.

ESTABLISHED 1857

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COMFORTABLE & AIRY BEDROOMS.
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Hongkong, 9th May, 1907. [a1574]

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ROWNTREE'S CHOCOLATES, IN BEAUTIFUL FANCY BOXES.
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Hongkong, 5th December, 1908. [a918]

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Hongkong, 15th December, 1908. [a52]

TRADE MARK The GOLD MEDAL for Quality in the
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To His Majesty
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NOTE—Any persons proved guilty of re-filling our empty bottles with inferior Whisky
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[a34]
Hongkong, 12th December, 1908.

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THE latest Method of the AMERICAN
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35, QUEEN'S ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 17th April, 1907. 1261

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CALIBRE 7.65 m.m.
WITH CHAMBER for 8 CARTRIDGES
FIRING 8 SHOTS IN 2 SECONDS.
SIEMSEN & Co.
Hongkong, 6th March, 1907. 42

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Hongkong, 13th March, 1907. 535

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Hongkong, 7th August, 1908. [716]

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A SOCIAL AND POLITICAL NOVEL OF
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Pages, and includes a Sketch Plan of
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Its description of Chinese Social Customs
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gives into political conditions in China makes
"CHILDREN OF FAR CATHAY" an excellent
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food, cleanliness and hygiene of the place.
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Comfortable accommodation for travellers
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Macao is 40 miles south-west of Hongkong.
Two steamers (S.S. Sun and S.S. Tai) daily to
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Well Furnished Reception Rooms.
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Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Cloak Rooms.
Matron in attendance.
CHARGES MODERATE, AND NO EXTRAS.
A. F. DAVIES, Manager.
[a39]

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A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea Rooms.
Private Bar and Billiard Rooms.
Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
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Hongkong, 24th July, 1905. [a1476]

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Well Furnished Rooms, every home comfort.
Fine View of the Harbour.
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Hongkong, 4th December, 1907. [a40]

PRIVATE BOARD AND RESIDENCE
MRS. GILLANDERS.
"CLAREMONT"
2 & 4, KENNEDY ROAD.
Hongkong, 9th February, 1907. [1325]

NOTICE.
THE fine Band of the "FUEBST
BISMARCK" will play during and after
dinner at the ORIENTAL HOTEL, on
FRIDAY, the 1st JANUARY, 1909.
M. MATTHEW,
Proprietress.
Hongkong, 29th December, 1908. [a1268]

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SHAMKIN-CANTON.
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SITUATED ON THE BRITISH CONCESSIONS.

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Every information and special attention given
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[a1623]

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All comforts of a home.
A most pleasant retreat for those desirous of
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
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CHOCOLATE ALMONDS, CHOCOLATE WALNUTS, CHOCOLATE DE LA REINE, VIENNA CHOCOLATE and others, in Great Variety.

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NOUGAT, NUTS, WALNUT TOFFEE, FONDANTS, CARAMELS &c., &c., &c.

TOM SMITH'S CRACKERS.

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ALEXANDRA BUILDINGS AND KOWLOON DISPENSARY.

Hongkong, 28th December, 1908. [29]

NOTICE TO CORRESPONDENTS.

Only communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash. Telegraphic Address: PRESS. Codes: A.B.C. 5th Ed. Lieber. P. O. Box, 34. Telephone No. 12.

BIRTH.

On the 28th December, at No. 5, Mountain View, Peak, the wife of O. D. Thomson, of a daughter. [1702]

MARRIAGES.

On December 22nd, at Shanghai, JUDITH, youngest daughter of the late RICHARD MARRIOTT, Chief Assistant L. M. Customs, to MARCOS DE SOUZA.

On December 23rd, at Shanghai, GEORGE MONROE JACKSON, to EVELYN MARY, youngest daughter of Mrs. H. S. GOODFELLOW, Shanghai.

DEATH.

On December 22nd, at Shanghai, ALEXANDER MACLEAN, Canadian Government Trade Commissioner, aged 75 years.

HONGKONG OFFICE: 10A, DES VEXES ROAD C LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, DECEMBER 29TH, 1908.

The gratifying announcement was made by a *Gazette Extraordinary* yesterday that His Excellency the Governor, being satisfied that it is no longer necessary for the preservation of the public peace to continue in force the Proclamation issued under the authority of the Peace Preservation Ordinance 1886, has been pleased to direct that the Proclamation should be cancelled, and a notification is accordingly issued cancelling the same. "All's well that ends well." The action taken under the sanction of this Proclamation has evoked much public criticism, occasioned, however, more by the exaggerated rumours of contemplated action which obtained currency among the Chinese than by authoritative information of the steps the Government actually took or intended to take. When the riotous disturbances occurred in the early days of last month, it was patent to everybody, as we pointed out at the time, that something more was

necessary than the punishment of the coolies who were caught by the police perpetrating these outrages on the peace and order of the Colony. It was both desirable and necessary that the Government should endeavour to lay their hands upon the actual instigators of the disturbances—the men who were secretly influencing the public mind and indirectly, if not explicitly, inciting the mob to such acts of violence as were committed, not spontaneously but in accordance with a pre-arranged plan of operations. It was clear that there had been organisation, and the plain duty of the Government was to discover the organisers and effectually teach the Chinese community that these outrages cannot be perpetrated with impunity in a British Colony. The machinery for dealing with the position was ready to hand in the Peace Preservation Ordinance of 1886 and under its provisions certain banishment orders were issued against a few Chinese; eight in all, we believe, who were ascertained beyond question to have been prominently identified with the boycott movement. The great disadvantage of action taken under the Peace Preservation Ordinance is its comparative secrecy, and the great cause of complaint has been that banishment orders were issued without a public trial against men who denied the offence with which they were charged by the Government. Part III of the Ordinance clearly lays down the procedure in regard to deportation. It provides that whenever, during the existence of the Proclamation, it shall be represented by the Captain Superintendent of Police to the Governor-in-Council, on written information, that the removal from the Colony of any person not a natural born subject of the King, whether such person shall have been naturalised under the provisions of any Colonial Ordinance or not, is necessary for the public safety, it shall be lawful for the Governor-in-Council, if it shall appear to him, after making such inquiry as to him may seem sufficient, to be necessary for the public safety that such person should be banished from the Colony,

to issue a banishment order, &c. Every order of banishment made under this Ordinance has to be forthwith reported by the Governor to His Majesty's Principal Secretary of State for the Colonies. His Excellency the Governor, even were this procedure not explicitly enjoined upon him, by the Ordinance, is not the man to sanction deportation without satisfying himself of the truth of the allegations brought against the accused person, and we have every confidence that no man has been banished from the Colony without good cause. All, we believe, have now given the requisite assurances not to again offend in the same manner, and have been permitted to return to the Colony. The effect of Government action has been distinctly salutary, though the exaggerated accounts of the Government's action had the unfortunate result of paralysing trade for a time. It was the penalty of secrecy and now that normal conditions have been restored in the Colony the advisability of so amending the Ordinance as to provide for a public trial of the accused persons might well be set down among the questions for early consideration by the Legislative Council. More than twenty years have passed since the Peace Preservation Ordinance was enacted. The Chinese may be assumed to have a better appreciation of the fundamental principles of British rule and British justice than they had then, and, should occasion unhappily arise at any future time for the issue of a Proclamation under the Peace Preservation Ordinance, it must be evident that it would be to the advantage of the Government and the commercial community alike were the accused persons given a public trial, and the deportation orders issued only upon conviction by the regular Court of Law. To permit of this the amendment of the Peace Preservation Ordinance would seem to be necessary, and we suggest that the subject is one which may now reasonably be considered.

No case of communicable disease was reported in the Colony last week.

Macao is to have another newspaper, the *Nova Vida*, to be edited by Mr. L. Ayres da Silva.

At the Magistrate's Court yesterday Mr. J. H. Kemp sentenced a native to three months' imprisonment for entering a shop in Queen's Road East and stealing a quantity of cigars.

The man named Alfred Hall, who was recently extradited from Hongkong to Manila where he had been wanted on a charge of embezzlement, was sentenced to imprisonment for six years and a day.

Our Macao correspondent writes that, according to latest mail news, the Colony is to be guarded by three ships of war, the *Patrizia*, *D'Amelia* and the *Adamastor*. The latter is coming from South Africa.

The Shanghai Dock and Engineering Co. Ltd., announces that an interim dividend of Tls. 250 per share, for the last half-year ending October 31st, 1908, will be payable to shareholders on January 5th next.

A Tientsin paper in a brief note condemning the gambling imports at Shanghai states that it learns from a reliable source that a large number of failures, including some Foreign hongs, is expected in the New Year.

An American named Hogan, formerly a sergeant in the United States Marine Corps, has been foully murdered in his house at Danalapan, Philippine Islands, by a native. The murder appears to have been committed with a bolo.

The Committee of the Shanghai Athletic Association have decided to hold the Shanghai Marathon Race—distance eighteen miles—on Saturday, the 13th March next, commencing at 2 p.m. The route of the race has not yet been decided on.

The fourth annual children's sports meeting under the auspices of the Kowloon Cricket Club is advertised to take place, under the auspices of His Excellency the Governor, on New Year's Day at the King's Park.

Before Mr. J. H. Kemp at the Magistrate's Court yesterday a Chinese woman was charged with stealing ten pearls valued at \$1,100 from the tenant of 25, Staunton Street. Two other natives, a man and a woman, were charged with receiving the pearls, and the case was remanded.

The Rev. E. W. Twining, the superintendent of the Chinese Mission at Hawaii, who has been appointed a delegate to the Opium Conference at Shanghai, is at present in Hongkong, and intends paying a visit to Canton to make inquiries in regard to the opium question.

The return of visitors to the City Hall Library and Museum for the week ending the 27th December, 1908, shows that of non-Chinese there were 232 to the Library and 98 to the Museum, and of Chinese 133 to the former and 2,085 to the latter. The Library was, therefore, used by 365 persons and the Museum by 2,183.

Sergeant Gordon charged eight natives before Mr. J. R. Wood at the Magistrate's Court yesterday with fighting at Chungshan. The defendants were found guilty, fined \$15 each and bound over in the sum of \$50 to be of good behaviour for six months. A similar sentence was passed on four coolies who were convicted on a charge of fighting in the Central Market.

While a German blue-jacket was purchasing a handkerchief from a stall in Queen's Road Central he felt a tug at his trousers pocket and turned in time to see a coolie running away with his purse. He pursued the thief, captured him and handed him over to the police. At the Magistrate's Court yesterday Mr. J. R. Wood sentenced the native to six weeks' imprisonment with hard labour.

We have received rules and regulations and the classification of the entries of the second annual Horse Show to be held at Manila on the 11th, 12th and 13th January. There are in all 49 classes, and some sixty cups are being offered for first and second prizes. An attractive booklet advertises both the Horse Show and the Manila Carnival which takes place from the 2nd to the 9th January. From a Manila paper we learn that one of the most satisfactory features of the coming Carnival is the great interest which local merchants are taking in all kinds of concessions. The Carnival headquarters are literally swamped with applications for space on the Carnival grounds. Last year the first Carnival was a matter of speculation. This year it is a "go" and all concessions are sure to be good paying propositions.

Lt.-Colonel Watson, late Commandant of the S. V. C., left Shanghai by the last English mail and was accompanied by the *N.C. Daily News* describes as unique in local annals. His carriage was drawn down to the jetty by eight artillery ponies, with outriders, and escorted by detachments of the Light Horse and the Mounted Infantry. At the Customs jetty a large number of volunteers from all units of the Corps were drawn up to bid farewell to their Chief. After inspecting them Colonel Watson went down to the jetty to find it thronged with people. Nearly all the officers of the S. V. C. and S. M. P. as well as representatives of the Customs, the Consulates, and the Municipal Council were present, and numbers of volunteers who had been unable to don their uniforms and fall in with their comrades were present in mufti. Loud cheers were given as the hour for the departure of the tender struck, and when the *Gutslaf* moved away from the jetty there was another enthusiastic outburst of cheering.

Particulars of the death by drowning of Mr. Barlow, of the firm of Messrs. Tait & Co. of Taipeh, recently announced in our columns, are now to hand. It appeared from the evidence given at the inquest that Mr. Barlow and Mr. F. C. Hogg went out in a boat on the river to have a swim. Mr. Hogg had got into the water and was swimming, when Mr. Barlow dived off the boat and unfortunately got into difficulties in deep water. Mr. Hogg went to the rescue and managed to get his friend to the shore. Subsequently, however, Mr. Barlow was carried away by the current. Mr. Hogg again went to his assistance and made a plucky attempt to get him to land. The drowning man clutched him, however, and, after a desperate effort to gain a place of safety, Mr. Hogg, finding that they were both drowning, was obliged to free himself and make for the shore, which he eventually reached with much difficulty in a completely exhausted condition. At the inquest held by the Japanese authorities the cause of Mr. Barlow's death was given as heart failure. The tragic occurrence caused the deepest regret among the foreign residents at Taipeh and much sympathy is felt with Mr. Hogg at the failure of his gallant efforts to save his friend.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

DEATH OF A SUGAR KING.

LONDON, December 28th.

The death is announced of Mr. Claus Spreckels, a wealthy American sugar merchant and a large shareholder in the Oceanic Steamship Company.

THE TURKISH PARLIAMENT.

LONDON, December 28th.

The Turkish Parliament has been inaugurated with complete success.

VENEZUELA.

LONDON, December 28th.

A peaceful revolution has been accomplished in Venezuela and everything is reported quiet.

FRENCH PRESIDENT ASSAULTED.

LONDON, December 27th.

President Fallieres was knocked down in the streets of Paris by an unemployed waiter. The President happily was uninjured.

BOXING CHAMPIONSHIP.

LONDON, December 27th.

Johnson has defeated Burns in the Boxing Championship at Sydney after a contest of fourteen rounds.

CHINESE SEIZE ANOTHER STEAMER.

CANTON, December 28th.

The Chinese authorities have seized the steamer "Tai On" near Chutan-shan and brought her to Canton.

It is alleged that the "Tai On" is not a British steamer, though she has been flying the British flag.

An inquiry is proceeding at the yamen of Admiral Li Tsun.

[The S.S. *Tai On* we learned, on inquiry at the Harbour Office yesterday, is a British steamer owned by the *Tai On* S.S. Company. She is trading between Hongkong and Kowloon on the West River, and on her last trip home, a Chinese theatrical junk and sank it. As a result of the collision thirteen people were drowned, and their relatives and the rescued junk people claimed \$4,000 as compensation from the owners of the steamer. The owners declined to entertain this amount, but offered to pay \$1,000. This was not deemed sufficient by the claimants and the result has been the seizure of the *Tai On* by two Chinese gunboats. At the time of the arrest of the steamer she had not her register on board, it being the custom, we understand, for her to leave it at her first port of call and obtain it on her return trip to Hongkong. The absence of the register would no doubt lead Chinese officials to the conclusion that the vessel was not British. The *Tai On* is commanded by Captain Lawrence and carries European officers.

We were informed late last night that the steamer *Tai On* has been released, the Chinese Authorities having satisfied themselves that she is a British steamer.]

REUTERS' SERVICE.

THE RIOTS IN PARIS.

LONDON, December 26th.

Fifty-two police and Republican Guards were injured during the recent riots; fifty six of the rioters will be prosecuted.

The unpopular medical examination has been withdrawn and M. Clemenceau has censured the chief of police for introducing police into the examination hall simulating candidates.

ASSAULT ON PRESIDENT FALLIERES.

LONDON, December 26th.

While walking in the morning in Paris with his secretary and A.D.C., President Fallieres was seized by the neck by a waiter named Mattis who tried to pull the President's beard. Mattis was arrested. He is supposed to be a Royalist. He grappled with the President and rolled him on the ground. President Fallieres, whose ear was scratched and stick broken, proceeded with his walk and lunched with his usual appetite.

RUSSIA.

LONDON, December 26th.

The Duma has adopted a resolution warmly sympathizing with the kindred Slav peoples, and hoping that the Government will safeguard their interests.

JAPAN.

[FROM OUR CORRESPONDENT.]

TOKYO, Dec. 17.

A TRAMWAY COMPANY PROBLEM. The affairs of the Tokyo Railway Company are now, with the approach of the year end, attracting great attention, for it may be said without exaggeration that a crisis has arrived in the history of the company. The half-yearly meeting will be held on the 20th, when shareholders will be asked to give their approval to a balance sheet in which for the first time dividends are considered of secondary importance and large sums are set aside for depreciation and reserve. Even the directors forgo their customary bonus, 50,000 yen, because of their determination to reform the company's position. The accounts show a net revenue of 1,642,403 yen. Instead of using the bulk of this in a seven or eight per cent. dividend as on previous occasions the directors propose to dispose of it as follows:—To reserve for depreciation 500,000 yen, to amortisation fund 175,000 yen, to dividend at 4 per cent. 870,000 yen, carried forward together with sum from last account, over 200,000 yen.

THE NEW POLICY.

No conservative business man could find fault with this balance sheet, but in a country where such substantial methods of business are not at all common, the balance sheet of the Tokyo Railway may be indeed described as novel. But it is necessary, and had it been the practice of the company from the first to look ahead in this way the shareholders would have been a more satisfied body of men to-day. Indeed, the conviction grows upon one the more the affairs of this company are studied that there has been mismanagement and short-sightedness from the first. When, a few years ago, the Tokyo Railway Company, with a subscribed capital of 60,000,000 yen, was formed by the amalgamation of the three existing tramway companies, an agreement was entered into with the city authorities, the one-sided character of which was not then realised. The company, apparently, blindly entered into this agreement, which bound it to the following conditions:—To surrender its whole property without compensation to the city 50 years from date; to pay a certain tax to the city from which the latter hoped to derive an income of about 300,000 yen; and to charge a fare fixed in consultation with the city. These conditions are hanging heavily on the neck of the company to-day. They were made in times of great business activity and expansion, and the representatives of the company were without the experience that they have had since.

UNPROFITABLE EXTENSIONS. Apparently the item which has worked most to the disadvantage of the company in the above agreement is that compelling it to make extensions in the suburbs. The expense is heavy and the lines when in working order are unremunerative under the present system of fares by which for four sen passengers can travel any distance. Citizens not only reap an advantage from the tramway, and landlords an increase of property value, but the city derives great advantage from the improvement of streets. Wherever the lines go they carry reform. Narrow, crooked, ill-paved, unlighted, depressing suburban thoroughfares are straightened, broadened, lighted, and levelled up in a manner that must be very pleasing indeed to a negative local administration whose idea of mending roads is that of the backwoods. In short it may be said that the tramway carries civilisation with it in the suburbs but the unfortunate shareholder has to pay and get no profit in return.

THE FARE QUESTION.

Profitless, at least, will be his lot until the fares are increased. To the ordinary business mind this might seem an ordinary necessary of business, but not to one acquainted with business affairs in this country. First, of all, by the agreement itself, nothing can be done without the consent of the city authorities, and through these officials, the central Government authorities. These operations involve an amount of negotiation inconceivable to a more practical mind, suggesting in fact that a master of vital international importance was on the board instead of a paltry increase of fare. Then there is the opposition of a more or less corrupt Press and the more feared opposition of the lower classes, which might take the form of our smashing under the smallest incitement. These are forces the authorities have been unpleasantly reminded on previous occasions when the people have shown their displeasure at official acts. But still, the people are not blind to what is just. The company shows by its accounts that the present 4 sen fare is unremunerative, and perhaps this unanswerable argument will be more effective than have been the arguments on the subject pro and con hitherto, as the public have simply refused to be convinced while the company was paying the ordinary dividend.

POSITION OF THE SHAREHOLDERS. The Tokyo Railway Company may be described as one of the largest Japanese and the largest foreign concern in this country. The subscribed capital is 60,000,000 yen of which 37,000,000 yen is paid up. Over 20,000 shares are held by foreigners, representing a million and a quarter yen paid up and foreigners are more largely interested in this than in any other concern, foreign or Japanese. A peculiar situation has arisen with regard to the new shares of the company. When the last call was made some months ago, owing to the stringency then prevailing, shareholders were given the option of paying in or paying the company interest at the rate of 7.5 per cent on their unpaid shares. Therefore if the coming shareholders' meeting adopts the present dividend of 4 per cent, holders of new shares who have not paid in will be debtors to the company to the extent of 3.5 per cent on their holding. Whereas it was universally anticipated that the company would declare the usual dividend—as it is able to do—leaving the unpaid new-share holders debtors to

the extent of 3 per cent, they are to be made debtors to the extent of 3.5 per cent. Thus one irregularity leads to another. The whole situation of the company is full of interest, and the coming meeting of shareholders will most likely be an exciting one.

QUEENS OF THE PACIFIC.

On the other side of the Pacific they are lamenting the decay of their mercantile marine, while Japanese owners are continuously expanding. These are thoughts as one looks at such a vessel as the new *Chigo Maru*, which has just left for Hongkong on her maiden voyage. The T.K.K. fleet is now worthy of the Atlantic, and if American legislators continue in the same conservative attitude regarding the principle of marine subsidies the time will soon come when the T.K.K., N.Y.K., and C.P.R. will share the Pacific passenger trade between them. The two former companies are making undisguised efforts in this direction and already almost monopolise the trade out of San Francisco and Seattle. We are on the eve, too, of developments further south, in Columbia and Chile, both of which countries are now "opened" to Japan by treaty of commerce, and the attractions of both are being more or less advertised in this country as fields for Japanese emigrants and commerce. In Tokyo there is established what is known as the Chillon Propaganda, which seems to be doing useful work in connection with industry here, especially agricultural industry. At a dinner given the other evening to Mr. Hioki, the newly appointed Minister to Chile, the conditions in the South American States and the prospects of Japan in that region and in mutual trade were discussed. Mr. Asano, head of the Toyo Kisen Kaisha, was present and announced an arrangement between the Japanese Government and his company to open a service to Chile next year. In this way does the Government foster commerce with other countries, at the same time helping infant industry. There can be no question that this policy is the right one at such a stage of development as Japan is now in, and that the result will be the ultimate domination of the trade of the Pacific of vessels under the Japanese flag.

GOVERNMENT HOUSE.

Lady Lugard's first "At Home" since her return to the Colony was given yesterday, and it is unnecessary to say that it was very largely attended. Lady Lugard looks well and received a constant succession of congratulations upon her recovery from the indisposition which obliged her ladyship to leave Hongkong for the summer. The orchestral band of The Buffs was in attendance at the "At Home," and with dancing in the ball-room, and refreshments in the supper rooms and on the lawn, a pleasant couple of hours were spent.

This evening His Excellency the Governor and Lady Lugard are giving a dinner in honour of Their Excellencies the Japanese Ambassador and Madame Kato.

The following guests have been invited:—Sir Francis and Lady Piggett, and Miss Orley; the Hon. Mr. May, C.M.G., and Mrs. May; the Hon. Mr. and Mrs. Pollock; Admiral of the Fleet Sir James Erskine, K.C.B., Lady and Miss Erskine; Commodore, Mrs. and Miss Lyon; Captain Erskine R.N.; Captain Marquis L. Visconti; Captain Baron Meyer Hohenberg; H.E. Major-General Broadwood, C.B.; Colonel Darling B.E.; Lt.-Colonel Chamier, C.M.G.; and Mrs. Chamier; Captain Heathcote, A.D.C.; the Rt. Rev. the Bishop of Victoria and Mrs. Lander; Mr. and Mrs. Funston; Comm. and Mrs. Volpielli; Mr. Wilder; Mr. and Mrs. Scott.

THE CHRISTMAS MAIL.

A curious feature of this year's Christmas Mail was that people did not seem anxious to claim their parcels. Notwithstanding the notice in the newspapers that the Post Office would be open on Christmas morning when parcels would be handed over to the addressees, not many took advantage of this facility. Yesterday, however, saw very few left of the big parcels mail, and when it is remembered that the parcels for Hongkong numbered 1,199 it will be realised that the postal officials have not been idle.

It is interesting to learn that the rat poison introduced here kept the rodents away from the packages. Puddings, as usual, constituted a large proportion of this mail, and though some had no other covering than brown paper they were not attacked by the rats. Practically the only accident was to a "Merry Widow" hat which was consigned from London. As the average parcel mail is about 350, the figure already mentioned, 1,199, indicates a heavy Christmas parcel mail, heavier indeed than in previous years.

Statistics of the letter post are not available, but there can be little doubt that the number dealt with this year shows an advance on previous years, there being no less than 140 bags for Hongkong.

CHRISTMAS ROBBERIES.

During the holidays thieves are reported to have entered the Robinson Piano Co. store in Des Vexes Road, by breaking a pane of glass in one of the side windows and entering through the window. When the manager of the Company returned to the office yesterday he found the back door open and an examination revealed the fact that 100 Chinese gramophone records valued at \$120 had been stolen.

Another attempt was made to break into Dias Brothers' tailoring establishment, but was not attended with success, the thieves evidently being disturbed in their work.

How TO BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Crème Charnante, Lait Charnant and Special Skin Tonic and Poudre Charnant will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents.

PREMIUM BONDS

WE are the largest Dealers in the world in these attractive securities.

WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Premiums varying from £40 to £40,000, or, at the very least, at their full nominal value.

EASY PAYMENTS.

We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Installments ranging from 15s. to £20.

Write for Handbook, sent post free.

AGENTS, CLYDE & Co., Bankers, 2, Rue de la Paix, PARIS (France).

100 MEN WERE EQUALLY RICH.

MULTI-MILLIONAIRES ON WHAT WOULD HAPPEN.

The fallacy of the State ownership of capital, one of the leading Socialist doctrines, is vigorously exposed in articles by the world's greatest millionaires, Mr. John D. Rockefeller and Mr. Andrew Carnegie, in the Christmas number of the *World's Work*.

There is a striking similarity in the arguments of both though Mr. Carnegie develops his theme more fully.

"All that the millionaire can get out of life is superior food, raiment and shelter," says Mr. Carnegie. "Only a small, very small, percentage of all his millions can be absolutely wasted."

"When the Socialist, therefore, speaks of all wealth going back to the State, he proclaims no great change in his mission. The State, sole owner, would use it just as the owners now use all but a fraction of it; that is invest it in some of the manifold ways leading to the removal of labour."

Mr. Carnegie supposes that a philanthropist has decided to act on the Socialist ideal of distributing his wealth equally among the poor. He gives his money to the crowding thousands, and returns at night to see the result, and shudders at the vision that presents itself.

"Are these indeed men and women, or only degraded wretches in a human form?" he asks. "Is it not evident to all that the first and indispensable work of the Socialist is the elevation of humanity to that standard of conduct which would enable the wise and sober use of benefactions?"

70 FOR EACH PERSON. "Imagine," Mr. Carnegie says, "every man, woman, and child in Britain receiving £70, which is one's proportion of the national wealth if equally divided. What would be the result? Saturnalia for a time, then rich and poor as before slowly emerging, the last state worse than the first."

"It is self-evident that there is at present no foundation on which wealth can be equally distributed."

He emphasises the point that only competence is desirable, and wealth non-essential.

The article must have been written before Sir Christopher Furness outlined his scheme of co-operation, for Mr. Carnegie presents the idea of profit-sharing as a solution for the pressing problem of the age.

"Co-partnership," he says, "tends to bring a realising sense of the truth to both labour and capital that their interests, broadly considered, are mutual."

Mr. Rockefeller's views coincide with Mr. Carnegie's.

"While men of wealth control great sums of money," says the richest man in the world, "they do not and cannot use them for themselves."

"Up to the present time no scheme has yet presented itself which seems to afford a better method of handling capital than that of individual ownership."

"We might put out money into the Treasury of the nation and of the various States, but we do not find any promise in the national or State Legislatures, viewed from the experience of the past, that the funds would be expended for the general good more effectively than under the present methods, nor do we find in any of the schemes of Socialism a promise that wealth would be more wisely administered for the general good."

THE PANAMA CANAL.

Dr. Vaughan Cornish delivered a lecture on "The Panama Canal in 1908" before meeting of the Royal Geographical Society, held last month at the Theatre, Burlington-gardens, London. Major Leonard Darwin, the president, occupied the chair, and there was a large attendance.

Dr. Cornish, after observing that during April of the present year he had visited the canal, the American Government, made a careful examination of the Panama Canal works, and of the conditions of life on the Isthmus, said he found that the organization had been perfected since his previous visit in January, 1907, and that the work was proceeding smoothly and with such despatch that if the present rate of progress were maintained, the canal would be open in 1915.

The making of the canal involved two tasks—namely, excavation and the construction of dams and locks. The controlling feature of the scheme was the great dam at Gatun, which would retain a lake 16 miles in length, and was to be twice the size of Lago Maggiore. Unfortunately, it was necessary to build the dam upon a bottom consisting partly of clay and partly of gravel and sand. The lake would be 1,000 ft. long, and 110 ft. wide; the depth of the canal would be 41 ft., and its least width at bottom 200 ft. It would thus afford a waterway for the largest ships of commerce or war, bulk, building, or contemplated. The operation and the defence of the canal would be undertaken solely by the United States, but by the provisions of a treaty with Great Britain, it would be open to naval vessels to navigation by ships of war, and commerce of all nations, both in peace and war.

Dr. Cornish gave some figures showing the reduction in the steaming distances of ships which would be effected by the canal, which itself would be 41 miles long. From New York to Panama, or any port on the Pacific coast of America north thereof, there would be a reduction of 8,400 miles. From New York to ports on the American Pacific coast south of Panama the reduction would vary from 8,400 to about 15,000 miles, or an average about 10,000 miles. The corresponding reduction from Liverpool to those ports was 6,000 and about 2,000 miles respectively.

CRECHE IN SHOP WINDOW.

BABIES PLAY, EAT AND SLEEP AT WHITELEY'S.

Babies, in spite of the decline of the birthrate, are still frequent in London. Nevertheless, a group of four or five "common or garden" babies, as a schoolboy would term them, successfully held the interest of a large crowd one day last month.

The National Society of Day Nurseries could not have hit on a better advertisement for their excellent work than the establishment of a model creche in the window of one of Messrs. Whiteley's shops in Queen's-road, Baywater.

There four or five infants can be received. They are first washed in a beautiful porcelain bath, and then introduced to the shop window, which serves at once as dormitory and playroom. Delightful bassinets and cots are ready for them when they are sleepy. A low table with miniature chairs is provided for school-toddies as old enough to sit up to meals. There are toys and games of all kinds, and two or three kindly nurses watch their comfort in every way.

The model creche was opened by Mrs. Muriel Viscountess Balmora, chairman of the council of the National Society.

It was a matter of common knowledge, she remarked, that thousands of poor working mothers were compelled to go out to earn their daily bread. In most instances, their helpless babies were handed over to the tender mercies of some ignorant old woman, whose sole desire was to get as many shillings as she could by crowding the children into one squalid room. Deliberate starving and drugging of babies was not the least evil that followed.

DISCOVERIES IN TURKESTAN.

There was a large attendance at the Theatre, Burlington-gardens, London W., on the 30th ult., at a meeting of the Royal Asiatic Society convened to hear a lecture from Dr. A. von Le Coq, respecting the discoveries in the Turkestan of the Royal Prussian Expedition which he conducted there in 1904-07.

Lord Reay, the president, was in the chair, and in introducing the lecturer referred to the importance of his discoveries, and to the great labour in sifting and almost insuperable difficulties and with great risk and privation on his own part, the life of Captain Shapur, of the Royal Garrison Artillery, in October, 1906, an exploit which had secured for him the proud distinction of being the first winner of the gold medal of the Order of St. John of Jerusalem.

Dr. von Le Coq illustrated his lecture with a large number of photographic lantern slides showing the topographical conditions in which the expedition carried on its work, and giving typical examples of the stupa, paintings, wall carvings, manuscripts, and other objects of archaeological interest secured by the mission.

He said that the expedition of M. Klement, a Russian, in the later nineties aroused considerable interest in these regions and led to the formation of an expedition committee in Berlin. In 1902-03 Professor Grünwedel and Dr. Huth explored Turfan and its vicinity and part of the Kucha oasis. This journey was followed by his own in 1904-07 which brought to Berlin 103 cases of antiquities and MSS., and by Professor Grünwedel's second expedition in 1907-08, which yielded results contained in 135 cases.

The necessary funds for his own expedition were provided partly by Government and partly (as in the case of Professor Grünwedel's first journey) by a very considerable contribution from the privy purse of the Emperor. His technical assistant was Mr. Carus, and their chief centre was Kuo-chang, near Turfan, where they spent eight months. Their finds and observations in this ancient capital of the Turkish Uighurs showed that there Christians, Buddhists, and Manichaeans had lived peacefully together, a fact that spoke volumes for the tolerance and strength of the Government. The leading position was probably occupied by the Manichaeans. Describing in detail excavations in monasteries, temples, reliquaries, and other ancient buildings at Sangin, Agiz, Baidik, Turoq, and elsewhere, Dr. von Le Coq referred to the find of a great number of Christian texts in the modified Syriac alphabet, and in the lost language of the Sogdians. It was reserved to Professor F. W. K. Müller to determine and translate a number of these remarkably MSS., and to the great beauty of the stupa, wall-paintings, and designs worked in silk which the mission discovered. On his way to join Professor Grünwedel in Kashgar—a journey of about 2,200 kilometres accomplished in 44 days—he collected a great deal of valuable information. From Kashgar he accompanied the professor to Kucha and to Kara-shahr, where their excavations were crowned by the most brilliant success.

At the conclusion of the lecture, Sir Herbert Parrott to represent the Order of St. John of Jerusalem, and to say how gratified the Order had been to award to Dr. von Le Coq, with the sanction of the Prince of Wales, the first gold medal it had ever issued.

A vote of thanks to the lecturer, proposed by the Chairman, concluded the proceedings.

HOW GERMAN WORKERS ENJOY LIFE.

BRITISH LABOUR M.P.'S STRIKING CONCLUSIONS.

Mr. W. C. Steadman, the Labour M.P. for Central Finsbury, is enthusiastic regarding the condition of the working-man in Germany. He is the general secretary to the Parliamentary Committee of the Trade Union Congress, and with three of his colleagues, Messrs. Bowmer, M.P., Shuckleton, M.P., and Thorne M.P., he has just completed a week's tour of the Kaiser's Empire. This was his third visit to Germany. Mr. Steadman pointed out, to an *Express* representative, recently, and every visit has impressed on him the fact that much can be learned in this country from the methods of the Fatherland.

"The German workman may work longer hours and he may receive less money," said Mr. Steadman. "But he is much happier and gets more joy out of life than the average British workman."

"It is an environment that makes a man what he is, and it is the state of the State to lift a man out of wretched surroundings, how can we hope to improve him?"

"In Germany the State helps the workman: it is not charity; it is assistance needed and deserved. The unemployed there, for instance, are much better off than they are in this country. I saw none of the heartbreaking, protracted, and degrading and spiritless men, such as are of daily occurrence here."

"The municipal bureau for the unemployed in Berlin is a magnificent building. There are two divisions, one for the skilled and unskilled workers, and the other for the very poor of health and strength, and ready to do a day's work. They were not loafers; they were not idlers. They were men."

"Germany takes care of her unemployed. A broken thresher, who would find his boots free while they wait, and a tailor will patch up their clothes also without cost."

Germany, remarks the *Express*, is a Protectionist Country.

A TALE OF SPORT.

The *Hankow Daily News* reports the following chapter of accidents which befel a party of Hankow sportsmen who made a week-end trip down the River towards Tiger Hill. After an arduous day's toil, they returned to the launch with a total bag of five deer, six pheasants, six pigeons, two quail, and a very fine fox. Unfortunately, through splitting up the party, one member lost himself, but just when search parties were on the point of going out, he put in an appearance. This incident did not end the misadventures of the day, as before the launch had traversed many miles on its return, about 8 p.m., the engine broke down. Luckily one of the forgers, had some technical knowledge of an engine-room, and made such temporary repairs as enabled a fresh start to be made. A short time, however, only elapsed before the launch again failed to proceed, the cause this time being a dry boiler. The dangerous process of pumping cold water into her was tried, and when nearly through, a terrible landslide occurred suddenly in the immediate vicinity, causing a great upheaval of water which nearly submerged the small launch. The anchor was thrown out, but failed to reach bottom, and the launch drifted helplessly for some time down the river. Eventually, however, steam was obtained, and the party arrived home safely at a much later hour than they had anticipated. But one would ask, is not this a clear judgement on the party for having shot a fox?

THE TIMBER TRADE OF EASTERN SIBERIA.

A "Report on the Lumber Industry in the Russian Far East," by Mr. Vice-Consul Hodgson, has been issued as a Parliamentary White Paper [Cd. 3728-6]. The account which Mr. Hodgson gives of the forests of the Amur region and the prospects of their commercial development is of substantial interest, as the world is now beginning to realize the threatened inadequacy of its timber supply, and to take careful stock of the chief productive areas remaining. Comparatively little attention has so far been paid to the utilization of the forests in the Russian Far East, though concessions have been sporadically worked, and an Australian and a British company have lately been included among those which have acquired concession from the Russian Government. According to the estimate of the Forest Department, the Amur and Maritime provinces contain 509,000,000 acres of forest land. It is by no means so densely timbered, however, as the forests of North America. Both hard and soft woods are found in considerable variety, the latter include white cedar, pine, larch, fir, and spruce, and the walnut, ash, and oak.

The right to cut timber on a large scale may be obtained either by way of concession for a term of years or by contract. Recent concessions have been granted for four years only (this being the maximum that the Governor-General can accord), with an extra year for taking away the timber felled. Though this period can be extended on application, yet it is generally recognized that it is too short, and efforts, which appear likely to prove successful, are now being made to have regulations on the subject altered and a longer term allowed. Areas which the Government desires to sell are from time to time put up to auction either at Vladivostok or at Khabarovsk, the terms and conditions being published beforehand. They are adjudged to the highest bidder, who is required to pay down the equivalent of the royalty for one year on the number of trees put up to auction, a certain portion of the forest being allotted for each year of the currency of the agreement. Moreover, in the case of felling rights obtained by auction as well as those obtained in the form of a concession, some money deposit will generally be insisted upon. Felling tickets may also be obtained from the local forest officials, giving the right to cut small quantities of timber on payment of the Government royalty.

At present the Russian authorities insert a clause in all contracts stipulating that Russian labour shall alone be employed. As they are actively encouraging immigration, however, the resultant hindrance to industry may be expected to diminish. The report includes full schedules of the royalty levied on timber of different classes and in the different areas. It also describes the existing facilities for transport and shipping, which are still in a predominantly undeveloped state. Other miscellaneous information includes the terms of the forest regulations and the seals of export duty. There is also an outline map.

INDIA'S MINERAL SPRINGS.

Why is it that the springs of "mineral waters" in India have not so far been exploited commercially? Sir Thomas Holland, in his exhaustive "Sketch of the Mineral Resources of India" refers to this neglect as one of the "curious features in connection with Indian minerals, for he says there are 'numerous hot and mineral springs.' To what extent the value of these is properly fancied is a matter of small concern for the time being, for whether they have the medicinal properties claimed for them or not, there is no doubt that well-ventilated mineral waters have an economic value, which is evident from the fact that numerous varieties from Europe and Japan are scattered over India, and brought to the continual notice of the travelling public in the railway refreshment rooms. Sir Thomas mentions the hot springs at Manikarn in Kulu, where the pilgrims cook their rice in the hot springs close to the Parbat river. Others are at Ladwara, in the Kulu district, and at Vijayal in the Thana district, Bengal. There are also several springs of sulphurous water. He describes several others. There is one at Son, near Gurgaon, in the Delhi district, which he does not remember to have seen mentioned in any publication. Here are elaborate baths constructed by the Moghul Emperors, showing that this hot spring must have been largely used in those luxurious times. Sir Thomas Holland might examine the Son hot springs the next time he is in the Delhi district. The Provincial Gazetteers contain many references to hot springs to guide private enterprise, but Sir Thomas suggests that more might be done in the way of analysis of the waters, which would be as interesting from a scientific as from an economic point of view.—*Times of India*.

NOTICES TO CONSIGNEES

THE OCEAN STEAMSHIP CO. LIMITED, AND THE CHINA MUTUAL STEAM NAV. CO., LTD.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo ex THE OCEAN STEAMSHIP AND THE CHINA MUTUAL STEAM NAVIGATION Co.'s Steamers are hereby notified that on and after 1st JANUARY, 1939, all Cargo ex these Steamers will be landed into HOLT'S WHARF, KOWLOON, which will be Open from that date to Receive and Store Cargo.

For Storage Rates and other particulars, Apply to

BUTTERFIELD & SWIRE, AGENTS.

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THE OCEAN STEAMSHIP CO., LIMITED.

THE CHINA MUTUAL STEAM NAVIGATION Co., LTD.

AGENT WANTED.

A high class firm of Berlin Engineers for all branches of Water purifying Machinery want a Representative who has a connection. Apparatus first class, and complete. Application giving references "H.B." per Friedrich Lehtfeldt's Annoncon-Expedition, Berlin S.W., 68, Linden Strasse 2. [1698]

NOTICES TO CONSIGNEES

S.S. "TONKIN," COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Charonte" and "Matapan," from Havre ex s.s. "Charonte" and "Matapan," from Bordeaux ex s.s. "Camille" and "Ville d'Aras" in connection with above Steamer are hereby informed that their goods with exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns and/or extra Godowns Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 6 P.M. To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remained unclaimed after TUESDAY the 29th Dec., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 29th Dec., or they will not be recognized. All damaged packages will be examined on TUESDAY, the 29th Dec., at 3 P.M. No Fire Insurance has been effected.

P. NALIN, Agent.

Hongkong, 22nd December, 1938. [2]

"SHIRE" LINE OF STEAMERS, LTD. NOTICE TO CONSIGNEES.

FROM HAMBURG, ANTWERP, MIDDELSBROUGH, LONDON AND STRAITS.

THE Steamship "CAPTAIN VON SHIRE" Captain Ingram, having arrived from the above Port, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and stored at Consignees risk and expense.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on TUESDAY, the 29th inst., at 3 P.M. All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 29th inst., will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN TOMES & Co. Agents.

Hongkong, 23rd December, 1938. 1690

NIPPON YUSEN KAISHA. NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship "SANUKI MARU" having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon To-day. Goods not cleared by 31st Dec., will be subject to rent.

No Fire Insurance has been effected. Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA. Hongkong, 24th December, 1938. [1695]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "ASSAYE" FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.


This vessel brings on Cargo—From London, ex s.s. "Victoria." From Australia ex s.s. "Molavia." From Persian Gulf ex B. I. S. N. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours. Goods not cleared by the 31st inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent. Hongkong, 24th December, 1938. [1]

THE MITSUI BUSSAN KAISHA
SOLE AGENTS.
TO BE OBTAINED EVERYWHERE.



DRINK
"ASAHI" & "SAPPORO" BEER

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alcority, despatch-boat, 700 tons, 4 guns, 3,000 h.p., Comd. C. T. Fuller, Hongkong.

Astraea, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Captain E. B. C. Ryan, Hongkong.

Bedford, 1st class cruiser, Capt. S. E. Driskin, R.N., Hongkong.

Bramble, gunboat 710 tons, 900 h.p., Lieut.-Comdr. Hon. R. O. D. Bridgeport, Shanghai.

Bricmont, gunboat, 710 tons, 900 h.p., Lieut.-Comdr. F. B. Noble, Shanghai.

Cadmus, British sloop, 1,070 tons, Comdr. H. I. P. Heard, Shanghai.

Cherub, water tank and tug, 390 tons, 300 h.p., Master S. West, Hongkong.

Clio, British sloop, 1,070 tons, Comdr. C. T. Borrett, Shanghai.

Fame, torpedo-boat destroyer, 310 tons, 6 guns, 5,700 h.p., Lieut.-Comdr. G. Dawson, Hongkong.

Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Capt. Robert Nugent, Shanghai.

Handy, torpedo-boat destroyer, 275 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. B. J. D. Guy, V.C., Hongkong.

Hart, torpedo-boat destroyer, 275 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. G. C. Dickens, Canton.

Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 h.p., Lieut.-Comdr. C. A. Freeman, Hongkong.

Kent, 1st class cruiser, 9,800 tons, 14 guns, 22,000 h.p., Capt. G. C. A. Marceux, Hongkong.

King Alfred, 1st class cruiser, Flag ship of Vice-Admiral the Hon. Sir Hughworth Lambton, Commander-in-Chief, 14,200 tons, 18 guns, 30,000 h.p., Capt. L. Clinton-Baker, Saigon.

Kinsha, river gunboat, 616 tons, Lieut.-Comdr. T. J. S. Lyne, Yangtze.

Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 h.p., Comdr. F. H. Walter, Hongkong.

Monmouth, cruiser, 9,800 tons, Capt. G. W. Smith, Woosung.

Mooreen, river gunboat, 180 tons, 2 guns, Lieut.-Comdr. C. C. Walcott, West River.

Nightingale, river gunboat, 85 tons, 240 h.p., Lieut.-Comdr. B. B. Roy, R.N., Yangtze.</

SHIPPING.

ARRIVALS.

Asia, American str., 2,935, Grankroger, 28th Dec.—San Francisco 1st Dec. Mails and General—O. & C. Co.

DAIJIN MARU, Japanese str., 1,580, I. Sakurai, 28th Dec.—Swatow 27th Dec. General—Osaka Shosen Kaisha.

HAIKUN RICKMERS, German str., Betting, 28th Dec.—Moji 22nd Dec. Coal—Mitsui Bussan Kaisha.

HIRANO MARU, Japanese str., 5,232, H. Fraser, 28th Dec.—Yokohama 16th Dec. Rice and General—Nippon Yusen Kaisha.

KWONGSANG, British str., 1,423, Palmer Baker, 28th Dec.—Shanghai and Swatow 27th Dec. General—Jardine, Matheson & Co.

ORANGE BRANCH, British str., 2,197, J. McClelland, 27th Dec.—Sydney via ports 17th Nov. Sleepers and General—Doddwell & Co.

PREUMFENH, British str., 1,065, J. H. Scott, 28th Dec.—Suva 23rd Dec. General—Chiaese.

LIAN, British str., 1,350, C. C. Williams, 28th Dec.—Wuhu via Chinkiang and Shanghai 24th Dec. Rice—Dutterfield & Siro.

LONGSANG, British str., 1,099, S. J. Payne, 27th Dec.—Manila 24th Dec. General—Jardine, Matheson & Co.

TAKAKI MARU, Jan. str., 2,943, Mackay, 28th Dec.—Kobe 20th and Moji 22nd Dec. Dec. General—Nippon Yusen Kaisha.

WAIBING, British str., 1,170, W. R. Richard, 28th Dec.—Chinkiang 24th Dec. General—Jardine, Matheson & Co.

ZAFIRO, British str., 1,619, R. Rodger, 28th Dec.—Manila 24th Dec. General—Shewan, Tomes & Co.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.

28th December.

Ariaki Maru, Japanese str., for Amoy.

Bonville, British str., for Nagasaki.

Chongking, German str., for Swatow.

Helen, British str., for Swatow.

Holme, German str., for Swatow.

Linan, British str., for Canton.

Makido, German str., for Haiphong.

Moyne, British str., for Singapore.

Scandia, German str., for Colombo.

DEPARTURES.

28th December.

CHINKIANG, British str., for Amoy.

HEIN FUNG, Chinese str., for Shanghai.

KWONGSANG, British str., for Canton.

LANDRAZ SCHEIFF, Ger. str., for Canton.

MEEFOO, Chinese str., for Canton.

PROTEUS, Norwegian str., for Canton.

RAINAR, Norwegian str., for Canton.

SHIPPING REPORTS.

The British str. Linan reports: Strong N.E. wind, smooth sea, fine and clear weather.

The British str. Kwonggang reports: Light Northerly wind, smooth sea, fine and clear weather.

VESSELS IN DOCK.

December 28th.

ABERDEEN DOCK.—Dornoch, Hainan.

KOWLOON DOCK.—H.M.S. Vireo, Prinz Waldemar, Triumph, H.M.S. Fame, H.M.S. Janus, Taranga.

COSMOPOLITAN DOCK.—Derwent, Locklyn.

VESSELS ON THE BERTH.

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT MALACCA COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK. On 29th Dec.

FOR BOSTON AND NEW YORK. On 19th Jan. 09

For Freight and further information, apply to DODWELL & CO., LTD., Agents.

Hongkong, 25th December, 1908. [1298]

UNITED STATES & CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK AND BOSTON VIA SUEZ CANAL.

(With Liberty to Call at Malacca Coast.)

THE Steamship

"INDRAWADI," Captain Williams, will be despatched as above on TUESDAY, the 5th January, 1909.

For Freight apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 14th December, 1908. [1658]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at Port Darwin, and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE," Captain Helms, will be despatched as above on WEDNESDAY, the 6th Jan., at NOON, 1909.

This well-known steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 29th December, 1908. [1681]

"SHIRE" LINE OF STEAMERS.

FOR LONDON, ANTWERP AND HAMBURG.

THE Steamship

"CARNARVONSHIRE," will be despatched for the above Ports about end of January, 1909.

For Freight and Passage, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 25th December, 1908. [1695]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	EMERGENCY	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	SICILIA	Brit. str.	—	C. W. Watkins, R.N.R.	P. & O. S. N. Co.	To-morrow.
LONDON & ANTWERP	GLORIAN	Brit. str.	—	Hangton	McGregor, Bros. & Gow	On 8th Jan.
LONDON & ANTWERP	ASSAYE	Brit. str.	—	C. L. Daniel	P. & O. S. N. Co.	On 8th Jan., at Noon.
LONDON & ANTWERP	CARNARVONSHIRE	Brit. str.	—	—	SHEWAN, TOMES & Co.	End of January.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	DEN OF OIGIL	Ger. str.	k.w.	—	HAMBURG-AMERICA LINE	On 5th Jan.
HAVRE & HAMBURG VIA STRAITS, &c.	ISTRIA	Ger. str.	k.w.	Luning	HAMBURG-AMERICA LINE	On 11th Jan.
HAVRE & HAMBURG VIA STRAITS, &c.	BARCELONA	Ger. str.	k.w.	Porselins	HAMBURG-AMERICA LINE	On 25th Jan.
HAVRE & HAMBURG VIA STRAITS, &c.	C. FERD. LAEISE	Ger. str.	k.w.	Wagner	HAMBURG-AMERICA LINE	On 28th Jan.
HAVRE & HAMBURG VIA STRAITS, &c.	SLAVONIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 22nd Febr.
HAVRE & HAMBURG VIA STRAITS, &c.	ANDALUSIA	Ger. str.	k.w.	—	HAMBURG-AMERICA LINE	Beginning of January.
MARSEILLES, HAVRE & COPENHAGEN.	SIAM	Ger. str.	—	—	MELCHERS & Co.	On 5th Jan., at 1 P.M.
MARSEILLES, &c., via Ports of Call.	ERNEST SIMONS	Fr. str.	—	Girard	MESSAGERIES MARITIMES	On 30th March.
MARSEILLES & LONDON VIA POMBAY	MACDONIA	Brit. str.	—	C. D. Bennett, R.N.R.	P. & O. S. N. Co.	To-morrow, at Daylight
GENOA, MARSEILLES, LONDON, & ANTWERP, &c.	HIRANO MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 6th Jan., at Night
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SUO MARU	Jap. str.	—	G. Anderson	NIPPON YUSEN KAISHA	On 29th Jan., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BINGO MARU	Jap. str.	—	A. Christiansen	NIPPON YUSEN KAISHA	To-morrow, at Noon.
NAPLES, GENOA, ALGIERES, GIBRALTAR, &c.	BUELOW	Ger. str.	—	H. Formes	MELCHERS & Co.	On 10th March.
NAPLES, GENOA, ALGIERES, GIBRALTAR, &c.	PRINCESS ALICE	Ger. str.	—	G. Rott	MELCHERS & Co.	SANDER, WHEELER & Co.
NAPLES, GENOA, ALGIERES, GIBRALTAR, &c.	PERSEA	Aus. str.	—	Bartole	DODWELL & CO., LTD.	On 20th Jan.
TELESTE, &c., via SINGAPORE, &c.	SIEK	Brit. str.	—	—	DODWELL & CO., LTD.	To-day.
NEW YORK & BOSTON VIA SUEZ PORTS.	INDRAWADI	Brit. str.	—	Williams	JARDINE, MATHESON & Co. LD.	On 5th Jan.
BOSTON & NEW YORK	—	Brit. str.	—	—	DODWELL & CO., LTD.	On 18th Jan.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 16th Jan., at 7 A.M.
VANCOUVER VIA SHANGHAI JAPAN, &c.	MONTAGLE	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 2nd March, at Noon.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	SHINATO MARU	Jap. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 5th Jan., at Noon.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	INVERIO	Jap. str.	—	J. Boyd	NIPPON YUSEN KAISHA	On 14th Jan., at Noon.
AUSTRALIAN PORTS VIA MANILA	TANGO MARU	Jap. str.	1 m.	W. Thompson	NIPPON YUSEN KAISHA	On 19th Jan., at Noon.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Jap. str.	—	G. W. Eidy	BUTTERFIELD & SWIRE	On 31st Jan., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	PRINZ WALDEMAR	Ger. str.	—	F. Isoko	MELCHERS & Co.	On 31st Jan., at 5 P.M.
AUSTRALIAN PORTS VIA MANILA	EXETER	Brit. str.	—	P. T. Helms	GIBB, LIVINGSTON & Co.	On 8th Jan., at Noon.
AUSTRALIAN PORTS VIA MANILA	KUMATA MARU	Jap. str.	—	N. Matheson	NIPPON YUSEN KAISHA	On 22nd Jan., at Noon.
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 19th Febr., at Noon.
KOBE & YOKOHAMA	AWA MARU	Jap. str.	—	T. Yamawaki	NIPPON YUSEN KAISHA	On 4th Jan.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	A. Keith	NIPPON YUSEN KAISHA	On 13th Jan., at D'light
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 20th Jan., at Noon.
JAPAN	YAWATA MARU	Jap. str.	—	H. Koops	JAVA-CHINA-JAPAN LINE	Quick despatch.
CHEFOO & DAINY	—	Brit. str.	1 m.	H. Trowbridge	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI	HANGSANG	Brit. str.	—	A. E. Sandesch	JARDINE, MATHESON & Co. LD.	To-day, at 4 P.M.
SHANGHAI	SHAOHING	Brit. str.	1 m.	Robertson	JARDINE, MATHESON & Co. LD.	To-day, at 4 P.M.
SHANGHAI	FOOSHING	Brit. str.	—	T. Suruga	OSAKA SHOSHEN KAISHA	To-morrow, at 4 P.M.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	CHOSHIN MARU	Jap. str.	—	E. Malchow	MELCHERS & Co.	About 31st inst.
SHANGHAI NAGASAKI KOBE & YOKOHAMA	P. E. FRIDRICH	Brit. str.	1 m.	H. S. Bradshaw	P. & O. S. N. Co.	About 2nd Jan.
SHANGHAI MOJI KOBE & YOKOHAMA	NYANZA	Brit. str.	—	Rebutat	MESSAGERIES MARITIMES	About 4th Jan.
SHANGHAI KOBE & YOKOHAMA	RYDEY	Brit. str.	—	J. D. Andrews, R.N.R.	P. & O. S. N. Co.	About 8th Jan.
SHANGHAI	YOKOHAMA	Brit. str.	—	—	JARDINE, MATHESON & Co. LD.	On 11th Jan., at Noon
SHANGHAI YOKOHAMA, KOBE & MOJI	YEDDO	Brit. str.	—	—	MELCHERS & Co.	Middle of January.
SHANGHAI YOKOHAMA & KOBE	ANDALUSIA	Ger. str.	k.w.	Block	HAMBURG-AMERICA LINE	On 3rd Jan.
SHANGHAI YOKOHAMA & KOBE	SLAVONIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 17th Jan.
SHANGHAI YOKOHAMA & KOBE	TYMARI	Dut. str.	—	de Brouwers	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI	DAIJIN MARU	Jap. str.	—	I. Sakurai	OSAKA SHOSHEN KAISHA	To-day, at 4 P.M.
TAMUUI VIA SWATOW & AMOY	KASHING	Brit. str.	1 m.	T. W. Richard	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
AMOI & SHANGHAI	HAITAN	Brit. str.	2 h.	J. S. Bosch	DOUGLAS LAFRAIK & Co.	To-day, at Noon.
SWATOW, AMOY & FOCHOW	YUNNAN	Brit. str.	2 h.	W. O. Jones	BUTTERFIELD & SWIRE	To-morrow, at Noon.
SWATOW, AMOY & FOCHOW	HAICHOW	Brit. str.	1 m.	Pasmore	DOUGLAS LAFRAIK & Co.	On 1st Jan., at Noon.
SWATOW, AMOY & FOCHOW	HUPEN	Brit. str.	1 m.	Spink	BUTTERFIELD & SWIRE	To-day, at 10 A.M.
HOIHOW & HAIPHONG	HOIHOW	Brit. str.	1 m.	A. W. Outerbridge	BUTTERFIELD & SWIRE	To-day, at 3 P.M.
MANILA	TRAN	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co. LD.	On 31st inst., at 4 P.M.
MANILA	LOONGSANG	Brit. str.	—	E. Rodger	SHEWAN, TOMES & Co.	On 2nd Jan., at Noon.
MANILA	ZAFIRO	Brit. str.	1 m.	A. Somerville	BUTTERFIELD & SWIRE	On 5th Jan., at 3 P.M.
MANILA	TAMING	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co. LD.	On 8th Jan., at 3 P.M.
MANILA	TURNSANG	Brit. str.	—	E. W. Almond	SHEWAN, TOMES & Co.	On 9th Jan., at Noon.
MANILA	RUBI	Brit. str.	—	F. Rembill	MELCHERS & Co.	On 31st inst., at 8 A.M.
KUDAT & SANDAKAN	BORNEO	Brit. str.	—	A. Mocker	JARDINE, MATHESON & Co. LD.	To-morrow.
BOMBAY VIA SINGAPORE & COLOMBO	TAKASAKI MARU	Jap. str.	—	E. J. Tead	JARDINE, MATHESON & Co. LD.	To-day, at Noon.
SINGAPORE, PENANG & CALCUTTA	LAISANG	Brit. str.	—	Pender	JAVA-CHINA-JAPAN LINE	Quick despatch.
BATAVIA, CHERIBON, SAMARANG, &c.	TIPANAS	Dut. str.	—	—	—	—

THE BANK LINE, LIMITED.

CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., SEATTLE & TACOMA

VIA MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captain.	Sailing Date.
INVERIC	4,789	J. Boyd	On 14th January, 09
BOVERIC	4,445	Mathie	On 11th Febr. 09
SUVERIC	6,235	W. Shotton	On 11th March, 09

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,

GENERAL AGENTS.

QUEEN'S BUILDINGS. 8

Hongkong, 2nd December, 1908.

NORDDEUTSCHER LLOYD. BREMEN

IMPERIAL GERMAN MAIL LINES.

FOR STRAITS TO SAIL.

KUDAT & SANDAKAN ... "BORNEO" Capt. F. SHERILL } Thursday, 31st Dec. at 8 A.M.

NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG } "BUELOW" Capt. H. FORMES } Wed'day, 30th Dec., at Noon.

MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE } "PRINZ WALDEMAR" Capt. F. ISERKE } Thursday, 31st Dec., at 5 P.M.

SHANGHAI, NAGASAKI, KOBE } "PRINZ EITEL FRIEDRICH" Capt. E. MALCHOW } About Thursday, 31st Dec.

YOKOHAMA ... } }

For further Particulars, apply to

NORDDEUTSCHER LLOYD,

MELCHERS & Co.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 29th December, 1908.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days Across the Pacific is the "EMPERESS LINE." Saving 5 to 10 days' Ocean Travel, 12 DAYS YOKOHAMA to VANCOUVER. 21 DAYS HONGKONG to VANCOUVER.

R.M.S.	Tons	Leave Hongkong	Arrive Vancouver
"EMPERESS OF JAPAN"	6,000	SATURDAY, 16th Jan.	5th Febr. 09
"EMPERESS OF CHINA"	6,000	SATURDAY, 13th Febr.	5th March 09
"MONTAGLE"	6,165	TUESDAY, 2nd March	26th March 09
"EMPERESS OF INDIA"	6,000	SATURDAY, 13th March	2nd April 09
"EMPERESS OF JAPAN"	6,000	SATURDAY, 10th April	30th April 09
"EMPERESS OF CHINA"	6,000	SATURDAY, 1st May	22nd May 09

"EMPERESS" Steamships will depart from HONGKONG at 7 A.M.

S.S. "MONTAGLE" at 12 Noon.

THE Quick route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co's NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York \$71.10

Intermediate on Steamers ... \$40 ... \$42

and 1st Class Railway ...

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China,

Corner Pender Street and Praya, opposite Blake Pier.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR STRAITS TO SAIL.

SHANGHAI, KOBE & "SYDNEY" Capt. Rebutat } About 4th January.

YOKOHAMA } "ERNEST SIMONS" Capt. Girard } On 5th Jan., 1 P.M.

MARSEILLES VIA PORTS } "POLYNESIE" Capt. Broc } On 18th Jan., P.M.

SHANGHAI, KOBE & "TONKIN" Capt. Charbonnel } On 19th Jan., 1 P.M.

YOKOHAMA } }

MARSEILLES VIA PORTS } }

Transshipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levants, Constantinople and Black Sea.

Through Tickets to London, via Paris, from \$27 10s. up to \$71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to

P. DE CHAMPMORIN, AGENT,

Hongkong, 29th December, 1908. Queen's Building. 2

VESSELS ON THE BERTH

"GLEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"GLENHARN"

Captain Houghton, will be despatched as above on WEDNESDAY, the 6th January, 1909.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON AND ANTWERP via SINGAPORE, PENANG, ANG, COLOMBO, PORT SAID and MARSEILLES	SICILIA Capt. C. H. Watkins, R.N.R.	On 30th Dec.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NYANZA Capt. H. S. Bradshaw	About 2nd Jan.	Freight and Passage.
SHANGHAI	DELHI Capt. J. D. Andrews, R.N.R.	About 8th Jan.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	ASSAYE Capt. C. L. Daniel	Noon, 9th Jan.	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 23th December, 1908.

CHINA NAVIGATION CO.,

LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HONGKONG and HAIPHONG	"HUPEH"	On 29th Dec., 10 A.M.
MANILA	"TEAN"	On 29th Dec., 3 P.M.
AMOI and SHANGHAI	"KASHING"	On 29th Dec., 4 P.M.
CHEFOO and DALNY	"HANYANG"	On 29th Dec., 4 P.M.
SHANGHAI	"SHAOHSING"	On 29th Dec., 4 P.M.
SWATOW, FOCHOW and SHANGHAI	"YUNNAN"	On 30th Dec., Noon.
MANILA	"TAMING"	On 5th Jan., 3 P.M.

MANILA ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage apply to—
HONGKONG, 29th December, 1908.

BUTTERFIELD & SWIRE,
AGENTS

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Tuesday, 29th Dec., Noon.
SHANGHAI	"HANGSANG"	Tuesday, 29th Dec., 4 P.M.
SHANGHAI	"FOOSHING"	Wednesday, 30th Dec., 4 P.M.
MANILA	"LOONGSANG"	Thursday, 31st Dec., 4 P.M.
MANILA	"YUENSANG"	Friday, 8th Jan., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"FOOKSANG"	Monday, 11th Jan., Noon.

FOR THE MANILA CARNIVAL.

FEBRUARY 2ND TO 9TH, 1909.

A Special Reduced Fare of \$50 for Return Passengers will be issued for our Sailings to Manila of the 29th January, and 5th February, available for 30 days from date of issue. Passengers taking out these tickets are exempt from the Head Tax.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.,
HONGKONG, 29th December, 1908.

GENERAL MANAGERS.

OSAKA SHOEN KAISHA

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
* TAMSUI VIA SWATOW & AMOI.	"DAIJIN MARU" Capt. I. Sakurai	TUESDAY, 29th Dec. at 4 P.M.

* SHANGHAI VIA SWATOW, "CHOSHUN MARU" THURSDAY, 31st Dec.,
AMOI & FOCHOW Capt. T. Suvuga at Daylight

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Unrivaled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 29th December, 1908.

T. ARIMA, Manager

[13]

DOUGLAS STEAMSHIP CO

LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAITAN"	SWATOW, AMOI & FOCHOW.	TUESDAY, 29th Dec. at Noon.
"HAICHING"	SWATOW, AMOI & FOCHOW.	FRIDAY, 1st Jan., 09 at Noon.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 29th December, 1908.

1579

NIPPON YUSEN KAISHA.

EXTRA SAILING EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE,
COLOMBO AND PORT SAID.

THE Co.'s Newly Built Passenger Steamer

"HIRANO MARU."

(Sister ship to the well-known "KAMO MARU," tons 9,000 gross reg., Captain H. Fraser, will be despatched as above on WEDNESDAY, the 30th DECEMBER, at Daylight.

Every known comfort provided on board for travellers. First-class state-rooms amidships comprising ordinary Two Berth Cabins, Single Berth Cabins and Full Suite. Elegant Dining Saloon, Drawing Room, Social Hall and Smoking Room. Electric Light and Electric Fans throughout. Barber Saloon, Dark Room and Laundry. Doctor and Stewards. Unexcelled service.

Cheapest passage rates to Europe and around-the-world.

For further particulars apply to—

NIPPON YUSEN KAISHA.
[1599]

Hongkong, 24th November, 1908.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	SADO MARU Capt. Geo. Anderson	6227	WED'DAY, 6th Jan., 09 at Daylight
FORE, PENANG, COLOMBO, and PORT SAID	BINGO MARU Capt. A. Christensen	6247	WED'DAY, 20th Jan., 09 at Daylight
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA, and YOKOHAMA	SHINANO MARU Capt. K. Kawata	6388	TUESDAY, 5th Jan., 09 at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE, and BRISBANE	TANGO MARU Capt. Wm. Thompson	7463	FRIDAY, 22nd Jan., 09 at Noon.
BOMBAY via SINGAPORE and COLOMBO	KUMANO MARU Capt. N. Matheson	5076	FRIDAY, 19th Febr., at Noon.
KOBE	YAWATA MARU Capt. T. Sekine	3817	FRIDAY, 19th Febr., at Noon.
KOBE and YOKOHAMA	TAKASAKI MARU Capt. A. Mooker	4370	WED'DAY, 30th December.
NAGASAKI, KOBE and YOKOHAMA	WAKAMIYA MARU Capt. T. Yamawaki	4421	MONDAY, 4th January.
	AWA MARU Capt. A. Keith	6309	WED'DAY, 13th Jan., 09 at Daylight
	YAWATA MARU Capt. T. Sekine	3817	WED'DAY, 20th Jan., 09 at Noon.

* Omitting Yokohama.

† Fitted with Marconi's System of Wireless Telegraphy.

† Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 29th December, 1908.

T. KUSUMOTO,
MANAGER. 356

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE and COPENHAGEN	"SIAM"	Beginning of Jan., 09
SHANGHAI, YOKOHAMA and KOBE	"YEDDO"	Middle of Jan., 09

For Further Particulars apply to

MELCHERS & CO.

Hongkong, 10th December, 1908.

AGENTS.

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:
HOMeward.

FOR SHANGHAI, YOKOHAMA & KOBE:

S.S. ANDALUSIA	... 3rd Jan. 09
S.S. SLAVONIA	... 17th Jan. 09
S.S. SAXONIA	... 27th Jan. 09
S.S. SPEZIA	... 8th Febr. 09

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 21st December, 1908.

Hongkong Office.

[12]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 2nd Jan., Noon.
RUBI	2540	R. W. Almond	Manila	On 9th Jan., Noon.

For Freight or Passage apply to—

SHEWAN, TOMES & Co.,
GENERAL MANAGERS

Hongkong, 29th December, 1908.

[14]

PENINSULAR & ORIENTAL

STEAM NAVIGATION COY.

S.S. "MACEDONIA."

10,500 TONS.

CAPTAIN C. D. BENNETT, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 20th, 1909, STAYING AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT—

MARSEILLES - - - - APRIL 17TH.
LONDON - - - - APRIL 24TH.

FARES TO LONDON—

1st SALOON £71.10 SINGLE £106.14 RETURN.
2nd " £48.8 " £72.12 "

For further Particulars apply to—

E. A. HEWETT,
SUPERINTENDENT.

Hongkong, 24th November, 1908.

[1600]

PASSENGER SEASON 1909.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

TONS REG.

"PRINZESS ALICE" - 10,911 - ON MARCH 10TH.
Capt. G. Rott.

"KLEIST" - 9,000 - ON MARCH 24TH.
Capt. R. Meyer.

"PRINZ LUDWIG" - 9,630 - ON APRIL 7TH.
Capt. F. v. Binzer.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON
TO LAND PASSENGERS.

Early booking recommended.

For Particulars, apply to—

MELCHERS & Co.,
GENERAL AGENTS.

Hongkong, 1st December, 1908.

[1524]

SOUTH MANCHURIA RAILWAY

SHORTEST AND QUICKEST ROUTE
BETWEEN
CHINA AND EUROPE VIA DAIREN (DALNY).

STEAMSHIP SERVICE—Regular Direct Weekly Service by the fast Passenger Steamer "Koss Maru" (2877 tons) sailing from Dairen every Monday and from Shanghai every Friday, in connection with the South Manchurian Express and Trans-Siberian Route (International Train de Luxe).

MAIN RAILWAY LINE—Semi-Weekly Express Service from Dairen to Kwantung (in connection with Siberian Express trains at Harbin) by a train composed of excellently equipped Sleeping, Dining and first-class Cars expressly built for the Company by the Pullman Car Co.

BRANCH RAILWAY LINES:

RYOJUN LINE—For Ryojun (Port Arthur), 2 hours from Dairen.

YINGKOU LINE—For Yingkou (Newchang), 3 hours from Tsuchihohio Junction.

FUSHUN LINE—For the famous Fushun Collieries from Suchiatan Junction.

ANTUNG-HSIEN LINE—A light railway from Maikden to Antung-Hsien connecting with the Korean Government Railway.

RAILWAY HOTELS—"YAMATO" HOTEL (Tel. Add: "YAMATO").
At DAIREN (Dalny), PORT ARTHUR and CHANGCHUN (KWANGCHENGZU), all managed by the Company and provided with every convenience, luxury, and comfort.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.
Tel. Add: "MANTESSU." Codes: A.B.C. 5th Ed., A.I. and Lieber's. [1303]

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

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DIRECTORY AND CHRONICLE OF THE FAR EAST \$10.00	FROM HONGKONG TO CANTON, BY THE PEARL RIVER—A Book for the Globetrotter, by Capt. C. V. LLOYD, with Maps and Illustr. \$1.90
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